

Regional Coordinating Council (RCC) Meeting Notes
January 19, 2016
2:00 pm

Attending:

Judy Weber and Morgan Beryl- TRPA
Paula Lambdin- EDC HHS
Gerri Grego- EDC Commission on Aging
Lizzy Henasey- Tahoe Forest Hospital District
Julia Tohlen- TNT-TMA
Wendi McCray- Alta California Regional
Bojana Vujeva- Community House
Tara Styer - TTD

Tara Styer- Welcome and Introductions/Updates

Specialized Transportation Program Updates

North Tahoe Truckee Transport (NTTT) senior shuttle

- Review of current grant objective statistics through December 2015:
Unduplicated passengers:
Nevada County 13 out of 25
Placer County 5 out of 15
One-way passenger trips:
Nevada County 44 out of 100
Placer County 34 out of 80
- Must increase ridership to reach numbers
- No trips provided in December due to weather
- TTD will explore special trips (e.g., Toccata Symphony)

South Lake Tahoe Specialized Transportation Service (STS)

- First day of service: January 19, 2016
- Priority given to adults 60 years of age and older and individuals with disabilities; others may ride on a space available basis
- Monthly trips to Sacramento, Placerville/western El Dorado County, North Lake Tahoe/Truckee, and Reno/Carson City
- Local service area is consistent with the South Shore Area ADA Demand Response Service area and trips will be scheduled every Tuesday between 11:00 a.m. and 3:00 p.m.
- Emphasis on medical, dental, and essential needs trips

- Service offers an opportunity for South shore residents to go to Medi-Cal dentists in western El Dorado County and the Placer County clinic in Kings Beach
 - Some discussion whether the KB clinic is accepting patients from other counties; it was confirmed that KB is currently accepting patients from other counties
- Outreach and promotion through El Dorado County, City of SLT, Lake Tahoe Collaborative, Tahoe Douglas Senior Center, SLT Senior Center (and newsletter), EDC Commission on Aging, Tahoe Area Coordinated Council for the Disabled, Tahoe Senior Plaza, Kelly Ridge, and direct contact to seniors who previously used the SLT volunteer driver program
- Trips may be cancelled due to severe weather
- Pilot program; feedback is appreciated
- Passengers must work with dispatchers for scheduling; no early morning or late afternoon appointments; shared ride transportation
- Schedule was developed with information from frequently requested destination offices
- Fares are for day passes (round trips) for the STS (i.e., route 70) only
- Individuals with disabilities must have a TTD Demand Response ID card
- Passenger must be able to carry and control carry-on items; drivers cannot assist
- Vehicle has one wheelchair securement location and six ambulatory seats

STS program description and temporary flyer (schedule) attached

Judy Weber- 2015 Unmet Transit Needs Report

- Review of the Unmet Transit Needs purpose and process required by Transportation Development Act (TDA)
- Comments go into three categories: 1) not an unmet need, 2) an unmet need that is reasonable to meet, and 3) an unmet need that is not reasonable to meet
- Review of report findings
- Ongoing process throughout the year; feedback is appreciated

Morgan suggests including funding information could help the public to understand the costs associated with the unmet needs, particularly when the analysis indicates that addressing the unmet need “would require a shifting of existing resources and service reductions in other areas.”

Judy explains that the unmet needs process is only related to the TDA’s portion of funding.

Gerri suggests that costs should be shown for current services rather than speculating for those requested in the unmet needs comments.

Tara offers that TTD transit budgets are presented and reviewed at each TTD Board meeting.

FAST Act discussion- Congress recently approved language in the FAST Act to designate Lake Tahoe (TMPO jurisdiction) as an urban recipient for 5307 funding (i.e., direct recipient from

FTA). This may result in additional funding and will definitely include additional reporting requirements.

Judy clarified that federal funds are expected to increase, but at this point the states (California and Nevada) have not recognized the population increase.

2015 TRPA UTN Report attached

Morgan Beryl- Active Transportation Plan (ATP)

- Overview of ATP and brief description of Regional Transportation Plan (RTP) public participation plan process
- ATP is modeled from 2010 Bicycle and Pedestrian Plan
- ATP organized in five Es of ATPs developed by League of American Bicyclists
 - Engineering
 - Education
 - Encouragement
 - Enforcement
 - Evaluation
- New elements:
 - Partnership with TTD on corridor connection process; TMPO documents are organized by corridor
 - Identify greatest barriers to active transportation (i.e., intersections and gaps in connectivity)
 - Robust complete street policy, resource guide, and next steps
 - Technology policy
 - Monitoring protocol
 - Action plan
- Sample Policies:
 - Complete Street Policy in alignment with Smart Growth America National Initiative on complete streets
 - Technology Policy
- Plan Goals:
 - Increase safety, connectivity, project implementation, and encouragement programs
- Plan Overview:
 - Implementing agencies
 - Needs analysis (safety, crash reporting, priority intersections)
 - Challenges and solutions
 - Network recommendations organized by corridor
 - Programs- Five Es
 - Implementation (funding and action plan)

- Complete Street Workshop with over 60 agency staff partners; great networking, expert panels, activity to look at five locations to evaluate improvements, questions about project design and liability, next steps memo, and complete streets resource guide
- ATP is a toolkit or framework; any project that comes from the ATP will undergo an extensive design process, public outreach, and environmental review; ATP is not overly prescriptive
- Morgan reviews schematics for Tahoe Island/ Washington intersection (traffic circle) in SLT and SR 28/ Lakeshore intersection in Incline Village (parking and pedestrian crossing)
- Performance measures; in direct alignment with the Regional Transportation Plan and environmental improvement thresholds
- Adoption timeline
 - Currently in public comment period
 - Two SLT public hearings and one NLT public hearing
 - Requesting approval in mid-late March
- Regional Plan is guiding document and RTP is the transportation element of the Regional Plan, model plans are folded into RTP
 - Corridor management plans are intermediary step that considers all modes of transportation
 - Linking Tahoe website: <http://www.linkingtahoe.com/>
- Timeline for RTP

ATP presentation attached and ATP plan is posted on the TMPO website at:
<http://www.tahoempo.org/activetransportationplan/>

Next RCC meeting: April 19, 2016 2:00 p.m.

Parasol Building

948 Incline Way, Incline Village, NV 89451